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Hongkong, 4th December, 1907. a140

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TELEGRAMS:—FARMER, MACAO,

ST. JOSEPH'S COLLEGE PRIZE DISTRIBUTION.

The annual distribution of prizes at St. Joseph's College took place yesterday afternoon, H.E. the Governor and Lady Lugard presiding. There was a large attendance at the hour of starting, when the playing of a stanza of the National Anthem announced the arrival of His Excellency and Lady Lugard, who were accompanied by Mr. A. J. Brackenbury and Captain Fleming, A.D.C. Among others present were the Rev. Bishop Pozzoni, Mr. J. J. Leiris, vice-consul for Portugal, Dr. and Mrs. Bateson-Wright, Mr. Jorge, the Rev. Father Augustin and many Catholic clergy and Convent Sisters. After an opening oration by Mr. O. Baptista, the director of music, Master Peter Forrest read the following address to their Excellencies Sir Frederick and Lady Lugard:

Hongkong, 3rd January, 1908.

To their Excellencies Sir Frederick and Lady Lugard.

Your Excellencies, In presenting you this address of welcome, we beg to tender you our sincerest thanks for the honour you have conferred on us to-day by condescending to preside at this ceremony, and to distribute the prizes to the deserving students.

When we see the highest authority in the land taking an active interest in the great cause of education, we cannot help being impressed with the importance of the work in which we are engaged. In his numerous discourses on education, your worthy predecessor, Sir Matthew Nathan, emphasized the great necessity there is now-a-days for men of character and erudition. It shall therefore be our constant ambition to emulate the example of those great men, who in their youth laboured zealously to acquire knowledge, and in after life shed around them the lustre of their learning and noble deeds. By thus acting, we shall prove ourselves worthy subjects of the great and noble Empire, which Your Excellencies have done so much to advance, and which can be maintained only by the self-sacrificing exertions of men of duty and ability.

We can assure you that your presence here to-day will stimulate both teachers and pupils to renewed efforts for the coming year, and will at the same time prove a fruitful source of encouragement in the difficulties that must inevitably be encountered. At the close of the year 1907 we hope to have the pleasure of presenting you a very favourable report of the work we shall have accomplished, and thus deserve your approbation, which will go far to reward us for our efforts. May health and happiness ever attend on your Excellencies, and may our beloved island-home long enjoy the blessings of peace and prosperity during your administration: such is the earnest prayer of

THE PUPILS OF ST. JOSEPH'S COLLEGE.

Then the pupils of the College presented an amusing cantata called "Ye Mariners of England," in which the characters were 'Jack Lubber' Master Max Sternberg, 'Smack Bowling' Master Patrick Murray, 'Sam Smuck' Master Fernando Tavares, 'Dick Roper' Master Rudolph Baptista, 'Ned Decker' Master José Rodrigues and 'Pete Petrel' Master José Tavares.

The Rev. Brother SYLVESTER read the annual report of the College, which was published in yesterday's issue of the Daily Press, and concluded by cordially thanking their Excellencies for the honour they had conferred on the College by attending to present the prizes. They were also thankful to his Lordship the Bishop for taking part in the ceremony.

His EXCELLENCY—My Lord Bishop, Rev. Father, Ladies and Gentlemen: The short time I have been in the Colony, and the pressure of other work has made it impossible for me to fulfil the intention I had of visiting this school, and seeing it when the curriculum was in full swing, and when I could have seen for myself the methods of work and the success achieved both in the class room and on the play ground, and on the latter I set great stress. Therefore I come before you to-day to assume the honour and privilege of presenting the prizes to the scholars somewhat as a stranger, but I hope before another year has gone round, before prize day comes this time next year, that I will have proved to you the deep interest I feel in the education of the Colony, and that I will have formed a much closer acquaintance with St. Joseph's College. I think we may say that the standard, progress and development of a country is very largely gauged by the facilities for education which are given to its citizens, and I think that in respect Hongkong can claim not to be behind hand. The amount which the Government gives in assisting the education of the Colony is continuously increasing. In 1906 it formed 26 per cent of the total revenue of the Colony; in the following year it rose to 28 per cent, and in the current year it will make a considerable increase, as it formed 32 per cent of the total revenue of the Colony. St. Joseph's College, I learn, has been founded chiefly for the non-Chinese portion of the Hongkong community, although you have lately formed a Chinese section which the Inspector of Schools reports is a very great success. Ladies and gentlemen: I think, however, that special interest should be given to that class of school which provides for the non-Chinese community. Though I yield to none in my earnest desire for the education of the Chinese, who form the bulk of our population, still it is inevitable that Chinese scholars who pass through our school will to a great measure be lost to us later, and disappear in the great China beyond. It is also a fact that the Chinese do not so directly benefit the Colony, because a large number of them find employment outside, whereas the non-Chinese section is one which is employed largely within the Colony. Per-

haps the most stable portion of the population here in the Portuguese, and I understand that St. Joseph's College provides specially for them, and I hope that they shall see many pupils from this school taking places in the Government service and large mercantile houses in the Colony, and holding positions of trust and responsibility. In order to occupy successfully such positions, it is beyond all necessary that they should make themselves proficient in typewriting and shorthand, in bookkeeping, and in a fluent knowledge of English, and I am glad to see that special attention is devoted to these subjects in this College, and that the Inspector of Schools chooses these very subjects for special commendation in his report. I am glad to notice too, that in the matter of shorthand you are receiving much assistance from several members of the local Press. One word more as to the special features of St. Joseph's. I notice you have a considerable number of boarders, and I should like to see that number increased. Ladies and gentlemen, I have a very special interest in schools which are board schools, because I think a school boy loses one half at least of the benefits which he might derive from his school life, by being a day boy. It is by being a boarder that he learns to get self-reliance, to find his own level amongst his comrades, and learns that code of the school of honour which I am proud to say is one of the features of the boys of England. I congratulate the headmaster, Brother Sylvester, and the staff, on the success of the year's work, for the report is one of which they may be justly proud. The grant is being increased this year from \$30 to \$35, as the school is again reported, for the second year in succession, to be thoroughly efficient. I am glad to see the average attendance is very much in excess of last year, and congratulate Master Carlos Sequeira for having gained the first prize in hygiene, and Master Lopes for winning the Brillios prize for geography, and I also congratulate you heartily for the good results obtained at the Oxford Local Examinations. Before sitting down I would like to add one other word: that is, to express my acknowledgments as so many have done before me, for the liberal mind, unbogged and unsectarian way in which the Roman Catholic community of this Colony has aided in the progress of education (applause).

His LORDSHIP THE BISHOP thanked their Excellencies very sincerely for the great kindness they had shown in condescending to preside at the distribution of prizes. He was sure that such interest as His Excellency the Governor and Lady Lugard took in education would be a great source of encouragement both to teachers and pupils. It had always been the aim of St. Joseph's to prepare boys for the duties they would be called upon to perform in after life, and that was the reason why commercial and practical subjects held such a prominent place in the school's curriculum. The kind words His Excellency had spoken to the boys would, His Lordship sincerely trusted, bring home to them the importance of making the most of their school days, and thus fitting themselves for the battle of life, and as useful members of Society.

His EXCELLENCY then presented the prizes to the successful students, and Lady Lugard gave out the Oxford Local and Shortland certificates. This terminated the proceedings, and then the hospitable brothers regaled their guests with refreshments. The students were drawn up in two lines in the yard, and as the Governor and Lady Lugard left the grounds gave three ringing cheers.

PENINSULAR AND ORIENTAL STEAM NAVIGATION.

The report for the year ended September 30 states that the net surplus for the year, including £1,055 brought forward, amounts to £226,929, which, after deducting the interim dividends of the Preferred and Deferred Stocks, admits of a further payment of 24 per cent on the Preferred and 6 per cent on the Deferred Stocks, with a bonus on the latter of 3 per cent. After these dividends have been paid £181,129 will remain to be carried forward. The tonnage of the fleet stands at 416,891 tons. The new mail contract will run for seven years from the 1st of February next, the annual subsidy being £205,000, or £25,000 less than at present. At the same time the services to be performed will be of a more arduous character. The agreement with the Admiralty by which, in consideration of an annual subvention amounting to £13,000, certain ships were to be held at the disposal of the Government at a very moderate rate of charter, in the event of war, has now ceased. Freight and miscellaneous revenue has increased by £34,000, and passenger traffic by £25,000, during the year. The increased expenditure is due to the enhanced cost of coal and other charges incident to navigation of vessels of larger tonnage.

We submit extracts:—In the half-yearly report it was stated that the general trend of Eastern freights was unfavourable to shipping with the exception of the Australian trade, which was favoured by a prosperous season, although the rates on the most valuable produce—i.e., on refrigerated cargo—were abnormally low. Traces of improvement in the India and China trades have occasionally manifested themselves, but on the whole, during the period to which this report refers, the tendency has been towards lower freights. At the present moment the dearthness of coal is operating slightly towards a rise, but the quantity of cargo forthcoming is not abundant. In these circumstances, it is satisfactory to note that the freight and miscellaneous revenue of the company has been maintained, and exceeds that of last year by nearly £14,000. This improvement is, however, due mainly to casual business, such as chartering extra voyagers, &c., rather than to the ordinary traffic of the company's regular lines. Such additional work necessarily entails additional expenditure.

The passenger revenue shows continued expansion, the receipts being approximately £63,000 above those of the preceding year. The expenditure is higher, owing to increased coal consumption and other charges incident to navigation of vessels of larger tonnage. The increase is upwards of £20,000. But the net result of the year's operations will doubtless be considered satisfactory, as, after setting aside nearly £450,000 for the purpose of depreciation, the directors are able to recommend the same dividend and bonus as in the preceding year.

CHINA'S MERCANTILE MARINE.

A TRAINING SCHEME.

A Contributor to the N.C. Daily News submits a scheme for supplying the merchant vessels of China with properly trained and certified Chinese officers, and the Imperial Chinese Navy with Reserve officers as practised under the British flag, only to meet the requirements of the Chinese Naval Authorities.

Following are extracts:—The authorities either to obtain from the Imperial Chinese Navy one of the Foochow-built gunboats or to charter or purchase an obsolete steamer of about 1,500 tons register, and about 19 feet draught, when fully laden, suitable for carrying troops, labourers or Government stores, including guns up to say ten tons in weight. Small coal consumption of more importance than speed. The scheme to procure the patronage of their Excellencies the two Viceroy, who would instruct the Peiyang and Nanyang Authorities regarding same. The vessel to be under the immediate control of the latter officials.

The vessel to be fitted up for the accommodation of about thirty apprentices and or midshipmen. The steamer's saloon to be converted into a well-appointed class-room with a complete equipment of nautical instruments, including telescope, charts and books for navigation and instruction in seamanship. The main and deck to be capable of lifting weights up to ten tons. The forecastle to be fitted with four double-topmast, and topgallant yards. Running jibboom. A full complement of boats, rafts, etc., an 8-ft. working model of a full-rigged sailing-ship, also fire-extinguishing and signalling gear, in all, the vessel to be so found that a thoroughly theoretical and practical training in the safe and expeditious handling of a vessel under all conditions is possible.

The scheme to be conducted on sound business lines; the vessel to be ordered for all services rendered that a profitable return may be shown on the capital invested and the cost of maintenance. When the apprentices are sufficiently trained the vessel, if suitable to be engaged on foreign service in preference to the China coast service, bringing out from the United Kingdom, Europe and the United States material for the Government railways, mines, mills, arsenals, etc., freight that is now carried by foreign steamers. This scheme, if carried out, would not only afford the Chinese a valuable education, would not affect the earnings of the China Merchants' Steam Navigation Co., would prove a financial success, and, what is more important, would pave the way for a pure Chinese foreign trade which in time should attain a magnitude worthy of China's proper rank as a maritime nation. Attention may here be called to the prosperity enjoyed by the Japanese mercantile fleet in foreign waters.

The youth, whether apprentices or midshipmen, to be of Chinese-gentleman, not under fifteen or over twenty years of age, and taken from high-class, English-speaking schools such as the Yungang, St. John's and Anglo-Chinese colleges. To be of sound physique and able to pass the eye and ear tests necessary for the profession. If advisable, to have two ratings, midshipmen and apprentices; the curriculum for both to be identically the same, as the chief aim of the scheme is the turning out of thoroughly trained young officers. The distinction can only be that the midshipmen receive additional personal comforts as regards accommodation and attention.

Apprentices or midshipmen who distinguish themselves by their zeal, ability and conduct to be, during their course, promoted according to their merits, and made petty or junior officers (acting). These to receive additional grants as the authorities may decide, gentlemanly conduct and treatment to be imperative, likewise strict discipline.

The writer is informed that not many students of the colleges mentioned would offer themselves for training, as they are looking forward to fitting themselves for positions in the Government service, also that a Chinese Naval School of high rank finds great difficulty in securing young men to enter the Naval Academy, and that those who have been trained for the Navy try to get out of it as soon as they can. These difficulties, if existing, could easily be removed by the Government issuing, and carrying out, a proclamation guaranteeing the success of the scheme and the immediate payment of liberal salaries to those who have successfully qualified in their profession. If such failed to draw the students from the said colleges there should be no lack of suitable candidates from other English-speaking schools of lesser scholastic rank.

The personnel of the vessel to be as follows:—A British master-mariner in command (masters of vessels of all nationalities invariably use English when in ports foreign to their flag). He to navigate the ship, maintain discipline, personally supervise and instruct in navigation, seamanship and the general upkeep, conduct preliminary or unofficial examinations, and devote himself entirely to the successful training, health and safety of those entrusted to his care. His position to receive without stint the full support of the authorities.

Two experienced Chinese shipmasters or pilots to act as first and second officers until such time as they can be replaced by apprentices who show capability, and who have passed examinations in seamanship and navigation. Such men can be obtained from steamers trading to China, and the Chinese shipmaster is preferable to the quartermasters of foreign countries, however able, as they enjoy the experience begotten of responsibility. They would be expected to impart their local knowledge to the apprentices whilst on duty. A Chinese surgeon trained in the Western school of medicine and surgery, and fully qualified. Besides his professional duties he will give lessons in "First aid to the injured" and will be responsible for all sanitary measures.

The engine-room staff to be entirely Chinese under the control of a fully qualified engineer lent by the Naval Authorities. He should keep no water, but control the engine-room and act as instructor, preparing these under him, assisted by the schoolmaster, for preliminary and official examinations in the several grades of engineers. Failing this, the engine-room to be in charge of experienced Chinese engineers. Special facilities should be given to young men of education who have served or may serve in foreign engineering establishments, and who can show certificates of ability and conduct, to serve in the engine-room, on pay, as junior engineering.

The writer is of opinion there will be some difficulty in securing educated men for the engine room who have served the required apprenticeship, say of three or four years, and would, therefore, suggest that those in charge of the large Government engineering works be instructed to encourage and prepare suitable young men for this profession. Once the Chinese rank of marine engineer is established, and appointments under the Chinese flag made, there will be no lack of desirable candidates.

Candidates in both departments should be required to pass in Chinese and English, similar examinations to those held at Hongkong. Modified examination papers to be drawn up by the authorities suitable for Chinese requirements.

The writer is confident that in two years of actual sea service at least half the candidates would be capable of passing the examination for second mate, and competent to enter the China Merchants' Co. as third officers, they being fully qualified to perform the duties appertaining to that rank, where only two watches are kept. A small allowance or subsidy might be granted the Company for carrying this extra rank, second mate's being at present the lowest grade recognized. After one year's service these officers should again present themselves, with certificates for conduct, and ability, for examination, and, if satisfactory, should be appointed as second mates as the vacancies occur. In five years the authorities should have men fully trained and experienced, and capable of commanding any vessel under the Chinese flag. By that time the China Merchants' Co. should have vessels for the foreign trade and would require their present employees to command same.

Under the British flag it is necessary for an apprentice to serve four years in a sea-going vessel before considered sufficiently experienced to be allowed to pass an examination for second mate, but it must not be forgotten that the said apprentice has to pick up his knowledge of seamanship and navigation unaided, that a large percentage of his time is taken up in unprofitable occupation to himself and his profession, and that it is very seldom a certificated officer will act the part of instructor.

When the number of mercantile marine officers and engineers is of sufficient importance the vessel's schoolmaster should be assisted by the authorities in obtaining a navigation and engineering school in Shanghai, for the aid of those who have passed through the training ship course and require coaching for the higher grades, he to be relieved on board by a junior in his profession.

The expenses in connexion with the Examining Board to be defrayed by the fees collected on certificates and licenses issued, and to avoid a deficit it might be advisable to adopt the American system of compelling all branches of the mercantile marine profession to take out annual licenses of service and competency, the fees to be in proportion to the rank passed. Respectfully submitted to the attention of the Chinese Authorities.

UNDERMANNING OF SHIPS.

DEPUTATION TO MR. LLOYD-GEORGE.

The President of the Board of Trade (Mr. Lloyd-George) received a deputation representing the organizations of the various classes of seafarers on the subject of the "undermanning of British ships." An intimation had been made that owing to serious illness in his family Mr. Lloyd-George would be represented by Mr. Kearney, Parliamentary Secretary (who was present at yesterday's interview), but the President of the board of trade made a special visit to the offices of the Board, in order that he might personally hear the representations of the seafarers, on which the Associated Shipowners' Society, the National Sailors' and Firemen's Union, and the Cooks and Stewards' Association were represented.

Mr. J. H. Wilson, M.P., in introducing the deputation and explaining its object, said the deputation, recognising that it would be very difficult for the Government to deal with the matter next session, thought that the question might be referred to the Advisory Committee, established under the Act of 1904, to draft a scale classifying the ships engaged in particular trades, for the guidance of the officers of the Board of Trade, who would see that vessels which were not manned up to the minimum of the scale would be detained.

Mr. Wilkie, M.P., Mr. A. Quinlan, Mr. H. Wilkin, and Mr. Marshall having spoken, Mr. Lloyd-George, who was greeted with cheers by the deputation, said this question of undermanning had been discussed and rediscussed. The Board of Trade felt that they must not rush the shipowners all at once with every kind of reform. He did not think anyone could doubt that within the last two years more had been done for the benefit of seamen—using the word in its most comprehensive form—than had been done probably during the previous twenty or thirty years. They had got compensation for injuries and death, a food scale, certificated cooks, their accommodation had been increased. In all this they carried the better-class of shipowner with them. At the Colonial Conference they were all agreed that and remaining should be regarded as an enormous and manning was a necessary question of numbers, but of efficiency, competency, and qualification. The deputation wanted this matter to be thrashed out by the Advisory Committee. Mr. Lloyd-George, emphasising the difficulty as to legislation, pointed out that the very able committee of 1904 which considered this question failed to arrive at anything like unanimity, various members, even the chairman himself, adding additions. Hesitancy rather than Parliament timid—because Parliament was a timid body after all—and the result was that they did not get those things attended to. However, he was perfectly prepared, on behalf of the Board of Trade, that the Advisory Committee should consider the recommendations of the committee and of the Colonial Shipping Conference, and any specific instances of undermanning which could be brought before them. They had considered manning up to the present as a question of the safety of life, and when they came to the stewards and cooks they rather got into the general question of hours of labour, and he was not sure that the Advisory Committee was not on them in quite the same category as the other classes. At the same time, they could bring the matter to the notice of the committee. The question which had been raised by the committee was a most important question; there could not be a more important question. He knew the shipowners said there was great difficulty in finding an adequate supply of skilled, and they put it to him quite frankly, stern men. The deputation knew as well as he did that there was some basis for this, and there was no use concealing it. These are things they would have to look to, and they could not do so unless they faced all the facts. They wanted to raise the whole standard of our mercantile marine, and they could not do that unless the conditions of life were such as to attract the best class of men to spend their life at sea.

On the motion of Mr. Jenkins, Mr. Lloyd-George was warmly thanked for personally receiving the deputation.

LATEST STEAMER MOVEMENTS.

The Apsar str. Arratoon Apsar from Yokohama and Kobe, left Moji on the morning of the 3rd inst, and may be expected here on or about the 7th inst. a.m.

The Ban Line str. Benelouch from Antwerp and London, left Singapore on the 2nd inst. for this port.

The C.P.R. str. Montague arrived Kobe at 8 a.m. on Thursday, the 2nd inst, and left again at 5.30 a.m. Friday via Nagasaki for Shanghai where she is due to arrive at 8 a.m. on Monday, the 6th inst.

The I.G.M. str. Princess Alice which left here on the 4th ult. arrived at Genoa on Tuesday, the 31st ult. at 2 p.m.

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PRONOUNCED THE BEST SCOTCH WHISKY AT THE PRICE ON THE MARKET.

"CLUB" SCOTCH.—OUR SPECIAL BLEND.—This Whisky shows the high perfection obtained by long experience in the selecting and skill in the blending of Scotch Whiskies. The extreme softness and mellowness and the fine character are produced by great age, high quality and judicious blending. Being entirely free from alcoholism, it possesses medicinal properties of exceptional value, and is unquestionably the perfection of Scotch Whiskies.

PER DOZEN \$14.00

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12, QUEEN'S ROAD CENTRAL.

SUICIDE'S LAST LETTER.

EXTRAORDINARY CASE.

A tragic story of two artists' struggle for fame and their failure to achieve success was told at the inquest held at Kingston last month on Mr. Alexander Good and his wife Mabel, who were found roped together in the Thames at Teddington.

Mr. Good's father, Mr. Charles Good, of Totnes, Devonshire, said his son was forty-two years of age, while his wife was ten years younger. They had been married ten years. "My son," he stated, "held several good positions, but threw them up at a moment's notice. He began life in my insurance office, and would have got along all right there for he was a very clever business man."

"Was he successful as a writer?" asked the coroner.

"In certain respects," Mr. Good replied. "He was considered very clever. I have seen several things with his name to them, but some of his books have not been sold."

Was he able to earn sufficient money to keep him comfortably?—No.

Mr. Good added that his son had several times applied to him for assistance. The last time was on October 31, when he sent him £5.

"Were you on good terms?" the coroner asked.

"They were curious people," was the answer. "He was of what is called the artistic temperament."

Was your son's wife the daughter of your second wife?—Yes.

The coroner read the following remarkable letter written by Mr. Alexander Good:—

To the Coroner.

Sir,—I am making the following brief explanation in the hope that it may save you some time. My wife does not find life holds out any inducement to remain here, owing chiefly to the pushing, grabbing, and struggling attitude of the majority in the race for wealth.

From this results the lack of consideration and manners, together with an actual invasion of the personal rights of the individual, which as it affects her has become intolerable. Having been willingly given provocation in the whole course of her life, she finds this inconsiderate aspect of the whole world at large weighing too heavily upon her, and she has decided to withdraw from the struggle.

I have opposed the decision for many months, but circumstances have at length caused me to yield to her wishes, and as without her company there is to me no pleasure in life, I have determined to go with her. The law will doubt order that you proceed with a murder, but the law as a whole is so anomalous and ridiculous that one attacks but little weight to it.

What is important is the attitude of society towards suicide. This we have for years considered as absolutely ridiculous. Life is forced upon us without our knowledge or consent by the natural action of parents, and yet society maintains that instantly it becomes a thing so precious that to lay it down voluntarily is a crime.

Our opinion is—Every person has an indefeasible right to relinquish his life at any moment, especially when by doing so no duties or obligations are evaded. In the days to come the lethal chamber will be found in all civilised communities, and suicide, instead of being condemned in secrecy and stigmatised as disgraceful, will be openly permitted.

For the hereafter our minds are perfectly settled. What may happen after this is a secret. The belief in the unity of matter and the non-permanence of individuality enables us to face our fate unflinchingly. While the universe endures, we shall endure, but we shall not be conscious of it.

In a letter to his father Mr. Good said:—We have decided to leave this life, as it does not seem good enough to go on fighting. Possibly, had my dear, dear Mabel been treated more kindly, when a girl, this step might not be necessary.

The chief merit we claim is that we have not brought any children into the world to bear the burden we have had to bear. I love her dearly, even more so than when we were married. She is the most lovable person in the world, as well as of rare intellect.

Unfortunately she has never been able to recover from the effects of her art education. She might have made a deep mark had she been properly treated.

As she now wants to go, I do not care to stay. Do not put any Scriptural text on our tomb. We will rest together as one.

In reply to the coroner, Mr. Charles Good said there was no ground for the imputation that his son's wife had not been properly treated when a girl. "She had very educational advantage," he stated. "She was a successful painter, but she did not get for her work the prices she expected."

The coroner next read a note which was found on Mr. Alexander Good's body, which ran:—

Good-bye, my darling wife. The sweetest woman in the world.

On Mr. Good, he stated, there was the following written on a postcard:—

Good-bye, my dear sweetheart. Words will not express how incredibly good you have been to me, darling. You have been husband, mother, father in one, generous darling.—Mabel P. Good.

A policeman said the bodies were bound together face to face, and the cord was knotted in such a way that the men must have tied it. Only 43d. was found in the pockets.

His is one of those cases about which the less said the better," declared the coroner in summing up. "I do not think the law can show that the suicide of either Mr. Good or his wife was affected."

"It must have been a very deliberate act. If either of them had survived, the survivor would have been indicted for murder, as they had agreed to die together."

A verdict of "Suicide" was returned.

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FAMOUS
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NEW MACHINE GUN.

OFFICE INVENTION VALUED AT £250,000. An office in King William-street, in London, is at present being visited by the military attaches of foreign Embassies, army gunnery experts, and gun manufacturers, for in it stands a new machine gun which is for sale to the bidder whose offer most nearly approaches the £250,000 at which it is valued.

The gun is the latest invention of a distinguished retired major of the Royal Engineers, formerly an artillery officer, who years ago in India made the first machine gun. It has been tested under severe conditions in the presence of General Twiss, R.A., and Captain P. N. Mande C.B., R.E., and other experts, and it is said to be a distinct advance on any machine gun at present in use.

Mr. F. A. Roberts, the inventor's broker, told an "Express" representative that the Russian Government has offered £200,000 for the gun. The gun has eight barrels, arranged in two tiers of four. The breech is enclosed in a rectangular metal box, which includes a secret cooling apparatus.

One of the features of the gun is that there is no loading mechanism to get out of order. The loading is done by hand, and it is said that it can be loaded at the rate of sixteen cartridges a second.

The "loaders" are two small metal trays on hinges, which bring them up to the breech—one tray for each tier of barrels. Pitting into the loader-tray is a small metal case something like the "stick" in which a hand compositor puts his types.

This case slips out of the tray when grasped, and four cartridges can be fed by the military attaché of foreign Embassies, army gunnery experts, and gun manufacturers, for in it stands a new machine gun which is for sale to the bidder whose offer most nearly approaches the £250,000 at which it is valued.

A turn of another handle lifts the tier. The striking of another handle ejects the empty cases. While the one tier is being fired the other is loaded, so that a continuous fire can be maintained.

Not less remarkable than the simplicity and ingenuity of the loading arrangement is the mounting, which enables the gun to be fired precisely straight down a wall or a precipice from the top, or straight up a mountain side, or at a balloon overhead.

THE WORLD'S COAL.

The world's coal production in 1906 amounted to 1,055,000,000 tons, divided as follows:—

Tons.	Tons.
United States 369,672,000	Belgium 23,232,000
U. Kingdom 351,068,000	Rest of the world 43,058,000
Germany 134,914,000	France 32,792,000

The average per ton and the number of men engaged in the three principal countries were as follows:—

Price.	Miners.
United States 6s. 9d.	232,300
United Kingdom 6s. 9d.	387,100
Germany 6s. 11d.	493,900

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS



GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 a.m. on the 14th January, 1908.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS for GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

J. T. CARTER, Lt. Col. A.P.D., H.M. Treasury Chest Officer, His Majesty's Treasury Office, Hongkong, 4th January, 1908. 142

INSTRUCTION IN THE JAPANESE LANGUAGE.

LESSONS given by an Experienced Teacher.

Apply to—**"A. E. HARA,"** 34, Lyndhurst Terrace, Hongkong, 4th January, 1908. 143

TO LET.

LARGE ROOM on first floor of No. 16, DES VŒUX ROAD.

Apply to—**FRED. BORNEMANN,** No. 16, Des Vœux Road Central, Hongkong, 4th January, 1908. 144

TO LET.

2 GOOD ROOMS, suitable for Offices, at No. 19, QUEEN'S ROAD CENTRAL, next to Hong Kong Hotel.

Apply to—**KELLY & WALSH, LD.** Hongkong, 4th January, 1908. 145

TO LET.

NO. 2, CHANCELEY LANE. Furnish electric light, STILLINGFLEET Peak Road. SIX-ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road. SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—**PERCY SMITH & SETH,** Accountants & Auditors, &c., 5, Queen's Road Central, Hongkong, 4th January, 1908. 146

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONORRENO, On TUESDAY, the 7th January, 1908, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, comprising—

DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAK-WOOD WARDROBES with Bevelled Glass, OVERMANTLES with Bevelled Glass, SIDEBOARD and DINNER WAGGONS with Bevelled Glass, MARBLE-TOP WASH-STANDS, DOUBLE TEAK WOOD WARDROBES with Bevelled Glass, CUPBOARD, COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPETS, COOKING STOVE and UTENSILS, &c., &c., &c.

On COTTAGE PIANO by Pleyel. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 4th January, 1908. 147

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain J. S. Rosch, will be despatched for the above Ports on TUE DAY, the 7th inst., at 10 A.M.

For Freight or Passage apply to **DOUGLAS LAPEAUX & Co.,** General Managers, Hongkong, 4th January, 1908. 148

COMPLETE ICE PLANT FOR SALE AT A SACRIFICE.

NEW in 1911. In perfect working order but bought out by opposition and to be SOLD CHEAP. 6 Ton O₂ belt-driven Compressor, Compound Engine, Babcock and Wilcox boiler, W. I. Chimney, C. O. Condenser, Distilling Apparatus, Freezing Tank, Piping, Spices, &c., &c. Apply—**BANGKOK MANUFACTURING CO. LD.,** Bangkok, (Siam), 17th December, 1907. 133

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS, POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c., &c.

AND All other Philatelic Goods

CALL AT—**GRACA & CO.,** Hongkong Hotel Corridor, Hongkong, 1st January, 1908. 119

NOTICES OF FIRMS.

NOTICE.

MR. WILHELM OTTO CHRISTIAN SPALCKHAVER has been authorized to Sign the name of our Firm per procuration from this Date.

SIEMSEN & CO., Hongkong, 31st December, 1907. 121

NOTICE.

WE have this Day OPENED a BRANCH of our Firm at Canton and authorized Mr. RUDOLF LENZ to Sign per procuration.

SANDER, WIELER & CO., Hongkong, 1st January, 1908. 136

NOTICE.

THE authority given to Mr. O. I. ELLIS to Sign our Firm is hereby withdrawn.

S. J. DAVID & CO., Hongkong, 1st January, 1908. 122

NOTICE.

THE Interest and Responsibility in our Firm of Mr. ARMIN HAUPT ceased by mutual consent on the 31st December, 1907. Messrs. GUSTAV FRIEDLAND and ADOLF WIDMANN have been admitted PARTNERS from this Date.

MELCHERS & CO., Hongkong & China, Hongkong, 1st January, 1908. 124

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

MR. C. MONTAGUE EDE has been appointed Secretary of the Society from the 1st January, 1908.

By Order of the Board, **W. J. SAUNDERS,** Secretary. Hongkong, 1st January, 1908. 125

NOTICE.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

MR. C. MONTAGUE EDE has been appointed Secretary of the Company from the 1st January, 1908.

By Order of the Board, **W. J. SAUNDERS,** Secretary. Hongkong, 1st January, 1908. 126

NOTICE.

NOTICE IS HEREBY GIVEN that the business hitherto carried on under the shop name of JEEJESBOY & CO., at 25, Hollywood Road, will henceforward be changed and carried on under the name and style of D. R. CAPTAIN & CO., as successors to above.

D. R. CAPTAIN, Sole Proprietor, Hongkong, 1st January, 1908. 127

NOTICE.

THE Business that has been hitherto carried on by the undersigned, will henceforward be carried on under the style and name of J. R. MICHAEL & CO. The Partners in the Firm are myself and Mr. S. H. MICHAEL.

J. R. MICHAEL, Hongkong, 1st January, 1908. 128

NOTICE.

MR. JOHANN GEORG LUDWIG SCHROETER having retired from our Firm, his interest and responsibility ceased on the 31st December, 1907.

MR. PAUL FRIEDRICH HERMANN WESTENDORFF has TO-DAY been admitted a partner and we have authorized Mr. PETER HARTWIG NELLENE to Sign our Firm from this Date.

MAYER & CO., Hongkong, Canton, 1st January, 1908. 129

NOTICE.

I have this Day REMOVED my Offices to First Floor of No. 16, DES VŒUX ROAD.

FRED. BORNEMANN, Hongkong, 1st January, 1908. 130

KWONG WOO.

JEWELLER, DEALER IN SILKS, &c.

No. 78, Queen's Road, Central.

BEGS to inform his Patrons and the General Public that, owing to necessary extension of stock to meet increased business, he will REMOVE to his New and more spacious Premises at No. 66, QUEEN'S ROAD, CENTRAL, (seven doors East of his present premises) on 3rd January, 1908.

Hongkong, 1st January, 1908. 131



MITSU BISHI GOSHIKWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. At ABC 5th Ed., Western Union Code used. All Letters Addressed: **MANAGER MITSU BISHI CO.** with name of place under. BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW.

Agents: **YOKOHAMA, M. ARADA, Esq., CHINKIANG, Messrs. GRADING & Co., MANILA: Messrs. MACDONALD & Co.**

SOLE PROPRIETORS of Takashima, Ochi, Shinon, Namagata and Kami-Yamada Collieries, and also Hago Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, 8141. No. 2, Pedder Street.

INTIMATIONS

THE CATHOLIC UNION.

ANNUAL

CHRISTMAS ENTERTAINMENT

A Baroque in Two Acts, "LOVE IN LOTUS LAND."

Date of Performance: To NIGHT (SATURDAY), 4th January 9 P.M.

Plans of Seats now on View at above address. Admission \$1.

Hongkong, 24th December, 1907. 2018

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—**B. R.,** Care of "Daily Press" Office, Hongkong, 13th November, 1907. 1810

TRANSLATED NOVELS (some illustrated, Addresses' Photos, catalogues free, or with sample, 24d. (letter postage).—**A. DE SAILLE,** 20, Rue de la Michodière, Paris. 1864



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of **OLE MARTIN ANDERSON** late of Queen's Building, Victoria in the Colony of Hongkong, Overseer, Deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probates Ordinance 1897 made an Order limiting to the 31st day of January, 1908, for sending in Claims against the above Estate. All Claims are hereby required to send in their Claims to the Undersigned before the said date.

Dated this 18th day of November, 1907.

ARATHOON SETH, Official Administrator. 1864

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton wurden während des Jahres 1908 durch den Ostasiatischen Lloyd und die "Hongkong Daily Press" erfolgen.

KAISERLICHE DEUTSCHES KONSULAT. Kanton, den 31. Dezember 1907. 2020

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Helwig werden im Jahr 1908 durch den "OSTASIATISCHEN LLOYD" und die "THE HONGKONG DAILY PRESS" erfolgen.

Der KAISERLICH DEUTSCHES KONSUL, H. VON VARCHMIN, Pakhoi, den 12. Dezember 1907. 1991

SWATOW DRAWN WORK COMPANY. 38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.

Hongkong, 13th October, 1907. 1685

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager. Hongkong, 13th November, 1907. 48

FOR SALE.

A FINE COPY OF CAMOENS' WORKS, in Portuguese. Four Volumes, Royal Octavo. Published in Lisbon, 1863-4 and bound Half-Green Cal. Splendid Condition.

Apply to—"CAMOENS," Care of "Daily Press" Office, Hongkong, 21st December, 1907. 2001

FOR SALE.

INLAND LOT No. 1708.

SITUATE at North Point, Shaikwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to **GOLDING & BARLOW, Solicitors,** 10, Queen's Road Central, Hongkong, 12th September 1907. 108

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE.

For Particulars, apply—**GEO. FENWICK & Co., Ltd.,** Hongkong, 8th June, 1906. 184

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR 日曆庚申年十五

FROM 1st JANUARY, 1864 to 31st DECEMBER, 1918, BEING FROM THE 1st YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 35th YEAR OF TUNG CHI TO THE 35th YEAR OF KWONG KUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 2nd October, 1906. 1841

TO LET.

TO LET.

NO. 11, SEYMOUR ROAD.

Apply to—**THE COMPTON DEPT.,** JARDINE, MATHESON & Co. Ltd., Connaught Road Central, Hongkong, 12th December, 1907. 105

TO LET.

NEW and COMMODIOUS SHOP in Des Vœux Road Central, moderate rental.

FLATS in Des Vœux Road Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 2, GRANVILLE AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LD.** Hongkong, 27th November, 1907. 117

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—**SECRETARY,** A. S. Watson & Co. Limited, Hongkong, 23rd April, 1907. 91

TO LET.

THE Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, PEDDER'S HILL.

First Floor of No. 8, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN & CO.

Apply to—**DAVID SASSOON & Co. Ltd.,** Hongkong, 4th January, 1908. 96

TO LET.

A FURNISHED HOUSE in Kowloon. Suitable for a Bachelors' Mess of 4 or 5.

Tennis Court.

Apply to—"K," Care of "Daily Press" Office, Hongkong, 30th December, 1907. 2033

TO LET AT KOWLOON.

A FURNISHED ROOM with Bathroom.

Tennis.

Apply to—"L," Care of "Daily Press" Office, Hongkong, 3rd December, 1907. 2037

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—**COMPTON DEPARTMENT,** Nippon Yusen Kaisha, Hongkong, 3rd June, 1906. 188

TO LET.

GODOWNS Nos. 95, 96 and 101, Praya East.

Apply to—**CHATER & MODY,** Victoria Buildings, Hongkong, 10th December, 1907. 92

TO LET.

"EGGESFORD" (Furnished) No. 114, Praya East, Containing 8 ROOMS.

No. 71, WYNDHAM STREET.

"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 26 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell Macgregor).

OFFICES in Queen's Road Central.

BELLICIOUS TERRACE HOUSES, BORNEMANN ROAD.

BISHOP'S LODGE SOUTH (PRAY) Partly furnished, immediate possession.

GROUNDEST Unfurnished from 1st March, 1908.

No. 1, ALBANY.

No. 6, DES VŒUX VILLAS (PRAY).

No. 2, BEACONSFIELD ARCADE.

No. 57, PRAYA GRANDE, Macao.

Apply to—**LINSTEAD & DAVIS,** 3rd Floor, Alexandra Building, Hongkong, 4th January 1908. 93

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

"HATFIELD," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 188, Des Vœux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,** Hongkong, 1st January, 1908. 88

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—**YEE SANG FAT & CO.,** Same Address, Hongkong, 7th October, 1907. 95

TO LET—FURNISHED.

A SIX ROOMED HOUSE at ELIOT CHESBENT, Robinson Road.

Apply to—**F. X. D'ALMADA & CASTRO,** 33, Queen's Road Central, Hongkong, 3rd December, 1907. 100

TO LET.

10, QUEEN'S GARDENS. For one year from 1st April next.

Apply to—**A. W. BREWIN,** Registrar General's Office, Hongkong, 14th December, 1907. 101

TO LET.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.** Hongkong, 1st January, 1908. 95

TO LET AT ONCE.

ONE OF THE FINEST RESIDENCES on SHAMEN, Canton.

Apply to—Care of "Daily Press" Office, Hongkong, 8th January, 1908. 139

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to—**E. D. SASSOON & CO.,** Comptondore Department, Hongkong, 22nd August, 1907. 93

SHIPPING.

ARRIVALS.

DAIYA MARU, Japanese str., 1,735, M. Aikawa, 2nd January—Wakamatsu 28th Dec., 1907.
 Coal—Mitsui Bussan Kaisha.
 PEIHOING, Chinese str., 890, T. C. Gillespie, 3rd January—Shanghai 31st Dec., 1907.
 General—Chinese.
 JACOB DIERICHSEN, German str., 623, Hansen, 2nd January—Hobhow 1st Jan., 1908.
 General—Jensen & Co.
 KREMUN, British str., 1,677, R. J. Conradi, 3rd January—Tacoma U.S.A. 2nd Dec., 1907.
 Flour, Lumber, &c.—Butterfield & Swire.
 KENT, British str., 1,000, de Hovey, 3rd January—Singapore.
 KIUANG, British str., 3rd January—Canton.
 KWANGHAI, Chinese str., 3rd January—Canton.
 KWELIN, British str., 1,070, Hards, 3rd Jan.—Chinkiang 30th Dec., General—Butterfield & Swire.
 MINNESOTA, American str., 1,323, Charles F. Austin, 3rd January—Seattle via Shanghai 31st Dec., General—Nippon Yusen Kaisha.
 PONGTONG, German str., 1,077, W. Dolefski, 3rd January—Batavia 21st Dec., 1907.
 Timber—Butterfield & Swire.
 RAIBURI, German str., 1,150, Petersen, 3rd January—Bangkok 24th Dec., Rice and General—Butterfield & Swire.
 TAMING, British str., 1,350, A. Somerville, 3rd January—Manila 31st Dec., General—Butterfield & Swire.
 VORWARTS, German str., B. Ohlsen, 2nd Jan.—Pakhoi 30th Dec. and Hobhow 1st Jan., General—Jensen & Co.

CLEARANCES.

At the Harbour Master's Office.
 3rd January.
 Anigo, German str., for Huhow.
 Fische, Chinese str., for Canton.
 Gushow, British str., for Haiphong.
 Manila, German str., for Manila.
 Zubi, British str., for Manila.
 Swardley, British str., for Durban.
 Takasaka Maru, Jap. str., for Singapore.
 Fortworts, German str., for Pakhoi.

DEPARTURES.

3rd January.
 CHANGHONG, British str., for Canton.
 HAINUN, British str., for Swatow.
 HINXING, Chinese str., for Shanghai.
 HUE, French str., for Kwang Chow Wan.
 ICHANG, British str., for Canton.
 KAGOSHIMA MARU, Jap. str., for Shanghai.
 KAIFONG, British str., for Cuba.
 KOWLOON, German str., for Haiphong.
 KUTANG, British str., for Singapore.
 LOONGHONG, British str., for Haiphong.
 NYANZA, British str., for Singapore.
 OHLAND, Norwegian str., for Canton.
 TRODAS, Dutch str., for Shanghai.
 ZILTER, German str., for Shanghai.

SHIPPING REPORTS.

The British str. Taming reports: Light to strong N.E. monsoon and heavy sea, dull cloudy weather.

VESSELS IN DOCK.

3rd January.
 ABREDEEN DOCKS.—Lightning.
 KOWLOON DOCKS.—Nail Mead, Woolwich, Hingang, Kuichow, Likin, Pakhoi, Hingshan.
 COSMOPOLITAN DOCKS.—Chunshang.

VESSELS ON THE BERTH

For SHANGHAI YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN."
 Captain J. C. Olfert, will be despatched for the above Ports on MONDAY, the 6th inst., at Noon.
 This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 1st January, 1908. 133

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA."
 Captain Sillier, will be despatched for the above Ports on or about MONDAY, the 6th inst.
 For Freight or Passage, apply to
 J. MILET, Agent.
 Hongkong, 1st January, 1908. 2

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

FRENCH MAIL STEAMERS.

STEAM-FOR-SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, INDIA, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"ARMAND BEHIC."
 Captain Guionnet, will be despatched for MARSEILLES, on TUESDAY, the 7th January, at 1 P.M.
 The steamer connects at Colombo with one of the Co's Australian ss. "Vill de la Ciotat" bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Net sailings will be as follows:—
 S.S. "SALAZIE" ... 21st Jan. 08
 S.S. "YARRA" ... 4th Febr. 08
 S.S. "OCEANIAN" ... 18th Febr. 08
 J. MILET, Agent.
 Hongkong, 27th December, 1907. 2

THE AMERICAN AND ORIENTAL LINE.

For BALTIMORE AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship

"JESERIC."
 Capt. Thompson, will leave for above Ports on or about SATURDAY, the 25th inst.
 For Freight apply to
 ARNOLD KARBURG & Co., Agents.
 Hongkong, 23rd December, 1907. 168

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into F or Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	FLAG & REG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	GLENAYON	Brit. str.	—	Wolffenden	McGregor Bros. & Gow	On 9th inst.
LONDON & ANTWERP VIA SUEZ CANAL	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 11th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	ARMAND BEHIC	Fr. str.	—	Guionnet	MESSAGERIES MARITIMES	On 7th inst., at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 30th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 9th inst.
MARSEILLES, HAVRE & COPENHAGEN	SLAM	Swed. str.	—	—	MELCHERS & Co.	Middle of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 4th February.
HAMBURG VIA SINGAPORE & MOULMEIN	DAPHNE	Ger. str.	—	E. Schipper	SANDER, WIELER & Co.	About 8th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ANAGONIA	Ger. str.	k.w.	Deinet	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	YANADIA	Ger. str.	k.w.	Vahsel	HAMBURG-AMERIKA LINIE	On 10th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	DOREKIND	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAKONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 14th February.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	INDRAPURA	Am. str.	—	—	STANDARD OIL CO.	On 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ERROLL	Brit. str.	—	—	—	On 20th inst.
BALTIMORE & NEW YORK	JESERIC	Am. str.	—	Thompson	ARNOLD KARBURG & Co.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 16th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC	Am. str.	—	Cowley	DODWELL & Co., Ltd.	On 28th inst.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Jap. str.	—	D. Mori	TOYO KISEN KAISHA	Sometime in March.
AUSTRALIAN PORTS VIA MANILA	MARIE	Ger. str.	—	G. C. Christiansen	CHINA COMMERCIAL S.S. Co.	To-day, at 5 P.M.
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 1st Feb., at 4 P.M.
SHANGHAI	CHINGTU	Brit. str.	1 m.	J. Minssen	MELCHERS & Co.	To-day, at 10 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOSHOW	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	NEWCHANG	Brit. str.	1 m.	Zwart	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	JAPAN	Brit. str.	—	J. C. Olfert	DAVID SASSOON & Co., Ltd.	On 6th inst., at 4 P.M.
SHANGHAI	YOSHOW	Brit. str.	—	Sellier	MESSAGERIES MARITIMES	About 6th inst.
SHANGHAI	CHONGSANG	Brit. str.	—	Sandback	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	ICHANG	Brit. str.	1 m.	C. R. Longder, R.N.E.	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	—	T. H. Hilde, R.N.E.	P. & O. S. N. Co.	About 5th inst.
SHANGHAI, YOKOHAMA, & KOBE	PETRONIA	Dan. str.	—	—	M. ELCHERS & Co.	On 10th inst.
SHANGHAI	DEVANHA	Brit. str.	—	—	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	SIXANG	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SAXONIA	Ger. str.	k.w.	L. D. Northcombe	HAMBURG-AMERIKA LINIE	On 11th inst.
SHANGHAI	SHAOHANG	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI	YOSHOW	Brit. str.	1 m.	H. A. Wall	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI	KUHLANG	Brit. str.	1 m.	I. Sakurai	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	DAIHY MARU	Jap. str.	—	S. R. Roach	OSAKA SHOSHUN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	HAITAN	Brit. str.	2 h.	R. Almond	DOUGLAS LARBAIR & Co.	On 7th inst., at 10 A.M.
SHANGHAI	RUBI	Brit. str.	—	A. W. Outerbridge	SHEWAN, TOMES & Co.	To-day.
SHANGHAI	TAMING	Brit. str.	1 m.	T. Meyrick	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
SHANGHAI	YUENSANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 P.M.
SHANGHAI	ZAFIRO	Brit. str.	—	A. Somerville	SHEWAN TOMES & Co.	On 14th inst., at 4 P.M.
SHANGHAI	TEAN	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI	SUNGLANG	Brit. str.	—	F. Semblil	MELCHERS & Co.	Middle of January.
SHANGHAI	BORNEO	Ger. str.	—	Dini	CARLOWITZ & Co.	On 13th inst., at Noon.
SHANGHAI	ITAL	Ital. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 3 P.M.
SHANGHAI	LAIBANG	Brit. str.	—	Pand. r.	JAVA-CHINA JAPAN LINE	About 6th inst.
SHANGHAI	TUPANAS	Dut. str.	—	—	—	—

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDE-
 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF INDIA"	6,000	THURSDAY, 18th Jan.	3rd Febr.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan.	22nd Febr.
"EMPRESS OF JAPAN"	6,000	THURSDAY, 13th Febr.	2nd March
"EMPRESS OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPRESS OF INDIA"	6,000	THURSDAY, 9th April	27th April
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April	16th May

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
 Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 ton register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York \$71.10
 Intermediate on Steamers ... \$40. ... \$42.
 and 1st Class Railways ...

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Router, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya opposite Blake Pier.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Purified Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

S SHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 4th January, 1908.
ZAFIRO	2540	R. Rodger	Manila	On 11th January, 1908.

For Freight or Passage apply to

Hongkong, 1st January, 1908.

SHEWAN, TOMES & CO.,

GENERAL MANAGERS

14

HONGKONG-NEW YORK-BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK AND BOSTON VIA PORTS

AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRAPURA" ... On 14th January, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS.

15

Hongkong, 1st January, 1908.

NORTHERN PACIFIC RAILWAY LINE.

FOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	Cowley	On 28th January, 1908.
* SHAMMUT	6,008	E. V. Roberts	On 31st January, 1908.
* TREMONT	6,008	T. W. Gaskin	On 17th March, 1908.
* SUVERIC	6,232	W. Shotton	On 9th April, 1908.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAMMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

13

Hongkong, 1st January, 1908.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "REHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewards carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARDS.

FOR SHANGHAI, 1 COE YOKOHAMA

* REHENANIA ... 22nd Jan. 1908

* HOHENSTAUFEN ... 22nd Febr. 1908

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN,

SUEZ, PORT SAID, MARSEILLES,

PLYMOUTH HAVRE, & HAMBURG.

* SCANDIA ... 9th Jan. 1908

* HABSBURG ... 30th Jan. 1908

* REHENANIA ... 28th Febr. 1908

* HOHENSTAUFEN ... 26th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

* SIKIANG ... FOR SHANGHAI ... 10th Jan.

* SAKONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 11th Jan.

* SLA ONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 17th Jan.

* REHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 22nd Jan.

* BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIST, GENOA, PORTS in the

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabia and

Perian Gulf Ports.

* SCANDIA ... MARSEILLES, HAVRE & HAMBURG ... 9th Jan.

* ARAGONIA ... HAVRE & HAMBURG ... 10th Jan.

* DORTMUND ... ANTWERP, ROTTERDAM & HAMBURG ... 18th Jan.

* VANADIA ... HAVRE & HAMBURG ... 19th Jan.

* HABSBURG ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Jan.

* C. FRED. LAEISZ ... ROTTERDAM & HAMBURG ... 4th Febr.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 5th Jan.	Freight and Passage.
SHANGHAI	DEVANHA	About 10th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS DELHI	Capt. J. D. Andrews, R.N.R.	Noon, 11th Jan.	See Special of C.A.M.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st January, 1908

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KIUKYANG"	On 4th Jan, 4 P.M.
SHANGHAI	"NEWORWANG"	On 6th Jan, 4 P.M.
MANILA	"TAMING"	On 7th Jan, 4 P.M.
YOKOHAMA and KOBE	"I-HANG"	On 7th Jan, 4 P.M.
SHANGHAI	"CHINGTU"	On 9th Jan, 4 P.M.
MANILA	"SHAOHSING"	On 12th Jan, 4 P.M.
CEBU and ILOILO	"TEAN"	On 14th Jan, 4 P.M.
SHANGHAI	"SUNGKIANG"	On 15th Jan, 4 P.M.
MANILA	"YOHOW"	On 17th Jan, 4 P.M.

MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 4th January, 1908.

BUTTERFIELD & SWIRE,
AGENTS.

11

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, FRIEDR. WILHELM, HAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. MINNSEN	Saturday, 4th Jan., at 10 A.M.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. SUNDILL	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd January, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW, "DAIJIN MARU" AND AMOY	Capt. I. SAKURAI	SUNDAY, 5th Jan., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st January, 1908.

T. ARIMA, Manager.

13

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 10th January.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Middle of January.

For Further Particulars, apply to
Hongkong, 1st January, 1908.

MELOHERS & CO.,
AGENTS.

6

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Saturday, 4th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 7th Jan., 3 P.M.
MANILA	"YUENSANG"	Friday, 10th Jan., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 85. Return \$100.
Penang " " " 85. " " 100.
Calcutta " " " 165. " " 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on Through Bills of Lading to Kuantan, Lahad, Davao, Simporia, Tawau, Usakan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
Hongkong, 1st January, 1908. GENERAL MANAGERS. 16

THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:—
18, DES VEUZ ROAD, HONGKONG.

Japan Office:—
14, WATER STREET, YOKOHAMA.

NEW LABEL FOR WATSON'S "E" WHISKY



NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER "E" LITHOGRAPHED IN BLACK IS ALSO SHAPED IN GOLD; WHILE THE THREE CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.

CAPSULE ALSO BEARS FACSIMILE SIGNATURE. 1166

SAINT-RAPHAEL TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDBECK, MACGREGOR & Co, HONGKONG

SHACKELL'S "SEAL" RED PRINTING INK IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1781.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

Hongkong, 16th October, 1907.

1666

SAVARESSE'S SANDAL CAPSULES

Efficacious because absolutely pure
English Oil Not made of gelatine.
Full directions All Chemists.

Insist on SAVARESSE'S

101

ON SALE.

THE DIRECTORY AND CHRONICLE

FOR 1907.

Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse.

SECURITIES ISSUED BY PARIS
European Gov'ts and
Municipalities offering
prospective returns.

To be purchased for cash or on the "Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO., being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all kinds of Indigestion, Biliousness, Headache, Stomachic, Flatulency, Constipation, etc. It is a truly scientific and reliable remedy, and is sold in all the principal Pharmacies and Chemists.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

Splendid
for Children.

If your youngsters cannot digest milk, try a little LEMCO, not by itself, but stirred into the milk. It often does good, as it gets over the digestion difficulty.

LEMCO and Milk is good for Mothers too.

From 1 to 2 teaspoonful of LEMCO to half a pint of warm milk.

The only genuine
Lactogenic Co. Ltd.
Extract of Milk.

mitsu BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	94 "
Width of Entrance on Bottom...	94 "
Water on Blocks at Spring Tide...	34 "
DOCK No. 1.	
Extreme Length...	528 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	88 "
Water on Blocks at Spring Tide...	24 "
DOCK No. 2.	
Extreme Length...	571 feet.
Length on Blocks...	564 "
Width of Entrance on Top...	98 "
Width of Entrance on Bottom...	98 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING OF
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORKS.

A LARGE STOCK OF MATERIAL is

always kept on hand.

THE COMPANY has the powerful steam-
"OURA-MARU" (712 tons, 700 H.P.
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice.

789

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

SHIPPING IN PORT.

STEAMERS.

ALBERTA, German str., 2,450, Ernst, 23rd Dec.— Portland Or., and Moji 18th Dec. Flour— Portland & Asiatic Steamship Co.	AMIGO, German str., 822, T. N. Baltzer, 1st January—Haiphong and Hoihow 30th Dec. Rice—Jensen & Co.	AMOI, German str., 663, B. Plambek, 30th Dec.—Amoy 29th Dec., Ballast—Sander, Wieler & Co.	BOURNAY, French str., 397, Le Bill, 27th Dec. —Saigon 22nd Dec., General—Chinese.	CHIANCHOW, British str., 1,303, H. E. Walker, 1st January—Chinkiang 28th Dec., General—Butterfield & Swire.	CHARLTON, British str., 2,592, W. G. Thomas, 27th Dec.—Barry 5th Nov., Coal— Naval Store Officer.	CHIHUI, British str., 1,176, J. Warrack, 2nd January—Haiphong Dec. 29th, and Hoihow 31st, Rice and Sugar—Butterfield & Swire.	CHING WU, British str., 1,277, D. Molean, 2nd January—Singapore 26th Dec.— Butterfield & Swire.	CHITURN, Chinese str., 1,177, C. Stewart, 31st Dec.—Shanghai 25th Dec., General— Chinese.	CHOWFA, German str., 1,055, T. Spiesen, 29th Dec.—Bangkok 19th Dec., Rice— Butterfield & Swire.	CHOYANG, British str., 1,424, A. B. Sandback, 1st January—Shanghai 28th Dec., General— Jardine, Matheson & Co.	CHUNSAO, British str., 1,417, Mayrick, 20th Dec.—Kanton 14th Dec., Coal— Jardine, Matheson & Co.	CLARA JESSEN, German str., 1,103, J. Jensen, 29th Dec.—Wakamatsu 23rd Dec., Coal—Jensen & Co.	DAGNY, Norwegian str., 883, O. Abrahamson, 22nd Dec.—Haiphong 18th Dec., Rice— Asgaard, Thoresen & Co.	DARFEE, German str., 1,974, Schipper, 30th Dec.—Saigon 25th Nov.— China Commercial S.S. Co.	DAIJIN MARU, Japanese str., 1,000, Suruga, 1st January—Swatow 31st Dec., General— Osaka Shosen Kaisha.	EMPRESS OF INDIA, British str., 3,032, E. Heatham, 16th Dec.—Vancouver 26th Nov. and Shanghai 13th Dec., Mails & General— C. P. R. Co.	FAUSANG, British str., 1,410, H. S. Malkin, 13th Dec.—Shanghai Dec. 8th, via Swatow 12th, General—Jardine, Matheson & Co.	GANGRA, British str., 2,721, S. A. Page, 22nd Dec.—Barry Dock 31st Oct., Coal— Admiralty.	GERMANIA, German str., 1,000, H. Flugel, 31st Dec.—Sydney via Ports 24th Nov., Copra—Siemssen & Co.	GLENESK, British str., 2,274, Rafferty, 30th Nov.—Saigon 16th Sept. General— China Commercial Co.	HINSHAW, British str., 1,536, A. G. Smith, 7th Dec.—Chiofo 1st Dec., General— Jardine, Matheson & Co.	HOLSTEIN, German str., 897, Nijhuur, 29th Dec.—Tientsin, General and Rice—Jensen & Co.	HONGKONG MARU, Japanese str., 3,447, E. Bent, 31st Dec.—Manila 29th Dec. Mails and General—Toyo Kisen Kaisha.	HUTCHOW, British str., 1,311, E. Forsyth, 31st Dec.—Haiphong, Pakhoi and Hoihow 30th Dec., General—Butterfield & Co.	ICHANG, British str., 1,223, L. Jones, 1st Jan. —Shanghai 29th Dec.—General— Butterfield & Swire.	KAGA MARU, Japanese str., 6,301, G. S. Lapraik, 30th Dec.—Shanghai 27th Dec., General—Nippon Yusen Kaisha.	KIUKYANG, British str., 1,228, H. A. Warrall, 29th Dec.—Shanghai 25th Dec., General— Butterfield & Swire.	KJELD, Norwegian str., 910, Helbro, 26th Dec. —Pulaut 12th Dec., Coal—Asgard, Thoresen & Co.	KURICHOW, British str., 1,915, Hooker, 22nd Dec.—Wetuk & Chinkiang 18th Dec., Rice—Butterfield & Swire.	KWANTON, Chinese str., 1,246, Wm. H. Lau, 28th Dec.—Shanghai 25th Dec., General—Chinese.	LAISANG, British str., 3,960, E. J. Todd, 31st Dec.—Calcutta Dec. 13th, and Straits 24th, General—Jardine, Matheson & Co.	LAUDOWN, British str., 2,436, A. L. Paterson, 4th Dec.—Moji 28th Nov., Ballast— Doddwell & Co.	LIGHTNING, British str., 2,122, E. Foy, 31st Dec.—Calcutta and Singapore 14th General—David Sasson & Co.	LOOKSUY, German str., 1,657, W. Taubert, 3rd Dec.—Bangkok 17th Dec., Rice—Butterfield & Swire.	LOO SOU, German str., 1,020, G. Schultzen, 3rd Dec.—Bangkok 18th Dec., Rice and Wood—Butterfield & Swire.	MANILA, German str., 1,181, J. Minnsen, 14th Dec.—Sydney 19th Nov. and Manila 11th Dec., General—Melchers & Co.	MARU, German str., 1,169, P. E. Christensen, 24th Dec.—Saigon, Cochin and Mexico 16th Nov., Ballast—China Commercial S.S. Co.	NANSHAN, British str., 1,266, Allan Jones, 30th Dec.—Saigon 24th Dec., Rice— General—Bradley & Co.	NEPTUNE, British str., 2,154, H. G. Roberts, 29th Dec.—Kuchinozu (Japan) 24th Dec., Coal—Order.	NEWCHWANG, British str., 354, E. L. Jones, 1st January—Amoy 30th Dec., Beans— Butterfield & Swire.	NICHIBI MARU, Japanese str., 1,420, B. Mitsukawa, 30th Dec.—Wakamatsu 24th Dec., Coal—Mitsui Bussan Kaisha.	PAKIAT, German str., 1,013, J. Wenzel, 26th Dec.—Swatow 23rd Dec., General— Butterfield & Swire.	PROMETHEUS, Norw. str., 1,024, Corasbussen, 31st Dec.—Bangkok 18th Dec., Rice and General—Nippon Yusen Kaisha.	RAJAH, German str., 2,028, R. Paterson, 28th Dec.—Bangkok 19th Dec., General— Butterfield & Swire.	RUBI, British str., 1,811, R. W. Almond, 30th Dec.—Manila 28th Dec., General— Sheehan, Thomas & Co.	SHOSU MARU, Japanese str., 999, M. Nemoto, 29th Dec.—Swatow 27th Dec., General—Osaka Shosen Kaisha.	SWANLEY, British str., 2,908, W. E. Steele, 28th Dec.—Chingwantao 26th Dec.— Gibb, Livingstone & Co.	THORANA, Austro Hungarian str., 2,387, P. Gustavmei, 29th Dec.—Russia B.S. 12th November, Cement—Order.	TYNARAS, Dutch str., 2,444, A. Pander, 30th Dec.—Macao 22nd Dec., General— Java-China Japan Line.	TEIKU, German str., 1,002, Koeh, 23rd Dec. —Bangkok via Hoihow 22nd Dec., General— Butterfield & Swire.	ULV, Norwegian str., 885, J. Pederson, 17th Dec.—Haiphong 14th Dec., Rice— Asgard, Thoresen & Co.	WOOLWICH, British str., 1,845, A. Stoker, 13th Nov.—Moji 8th November, Coal— Doddwell & Co.
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SAILING VESSELS.

ECLEPSA, British 4-masted bark, 2,963, L. D.
Vance, 24th August—New York 1st May.
Case Oil—Standard Oil Co.

POST OFFICE NOTICE

The Yarra, with the French mail of the 6th December, left Saigon on Friday, the 3rd January, at noon, and may be expected here on or about Monday, the 6th instant. This packet brings replies to letters despatched from Hongkong on the 2nd November.

FOR	PRE	DATE
Salina Cruz	Marie	Postponed until further notice.
Manila, Simposonhafen, Friedrich Wilhelmshafen, Herberthshafen, Matupi, Samari, Brisbane, Sydney, Melbourne, Adelaide, Perth and Fremantle	Manila	Saturday, 4th, 9.00 A.M.
Manila	Rubi	Saturday, 4th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila	Sat. Tai	Saturday, 4th, 11.15 A.M.
Shanghai	Kwongshing	Saturday, 4th, 3.00 P.M.
Ningpo and Shanghai	Kwongshing	Saturday, 4th, 3.00 P.M.
Shanghai	Choyang	Saturday, 4th, 3.00 P.M.
Moji	Daiyu Maru	Saturday, 4th, 3.00 P.M.
Saigon	Typanar	Saturday, 4th, 5.00 P.M.
Swatow	Jacobi Diederichsen	Sunday, 5th, 9.00 A.M.
Swatow, Amoy and Tamsui	Derjia Maru	Monday, 6th, 1.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Japan	Monday, 6th, 3. P.M.
Swatow, Amoy and Fookhow	Nanchowang	Tuesday, 7th, 9.00 A.M.
Kobe, Yokohama, Portland and Oregon	Alasia	Tuesday, 7th, 10.00 A.M.

EUROPE, &c., India via Tulucoira (Late Letters 11.00 A.M. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Singapore, Penang and Calcutta	Laiyang	Tuesday, 7th, 3.00 P.M.
Shanghai	Taiyang	Tuesday, 7th, 3.00 P.M.
Manila	Taiyang	Tuesday, 7th, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle	Kaga Maru	Tuesday, 7th, 3.00 P.M.
Singapore, Penang and Colombo	Wakasa Maru	Tuesday, 7th, 5.00 P.M.
Yokohama and Kobe	Chinghai	Thursday, 9th, 3.00 P.M.
Kobe and Yokohama	Yueyang	Friday, 10th, 3.00 P.M.
Manila	Kawachi Maru	Saturday, 11th, 10.00 A.M.
Manila	Zafiro	Saturday, 11th, 10.00 A.M.

EUROPE &c., India via Tulucoira (Late Letters 11.30 A.M. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (The Parcel mail will be closed on Friday, the 10th instant, at 5 p.m.)

Shanghai	Shanghai	Sunday, 12th, 3.00 P.M.
Singapore, Penang and Bombay	Capri	Monday, 13th, NOON.
Manila	Teian	Tuesday, 14th, 3.00 P.M.
Cebu and Iloilo	Sungshing	Wednesday, 15th, 3.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama & Seattle	Minosaka	Thursday, 16th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Empress of India	Thursday, 16th, 3.00 P.M.
Shanghai	Yoshou	Friday, 17th, 3.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver	Monteagle	Wednesday, 29th, 11.00 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth.

Mail for Canton, Wuchow and Samsui will be closed on week-day at 7.30 a.m. and at 6 p.m. until further notice. Mail for Macao is despatched per Sui An on week-days 7.30 a.m. on Sundays the mail for Macao is closed at 3 p.m. Mail for Nansao and Samsui are closed every week-day at 5 p.m. On Sundays the mails are closed at 5 a.m. No mails are despatched to these places on Saturday evenings, unless previously notified.

Money Letters—The Post Office declines responsibility for unregistered letters containing bank notes or jewellery, and where registration has been neglected will make no inquiry into alleged losses of such (Postal Guide 121). Local Deliveries—Separate boxes have been provided for posting Correspondence for the Town, Kowloon, and the Peak. The Boxes are under the Window at the East end of the Verandah in Queen's Road. Registration—Correspondence can be registered for mails to Europe, Canada, and America up to one hour before the time of closing. With a late fee of 10 cents, registered articles for despatch by these packets will be accepted up to a quarter of an hour before the time of closing that ordinary mail. Registered mails to Shanghai, Japan, Straits, and India, Manila and Australia by other than contract packets close half an hour before the ordinary mail, and to the coast ports, up to a quarter of an hour close the ordinary mails.



FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork.

KENNON'S TEREDO-PROOF AND WOOD-ARMOR PAINT

A peerless Wood Preservative and insoluble Paint, gives in Sea-Water ABSOLUTE PROTECTION against the "Teredo" and all other Marine-Fore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRUDER ROESE, (Roese Brothers) Swatow. General Agents for the Far East.

157

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
Do. Do. Small Edition	6.00
CHILDREN OF EAR CATHAY: A Social and Political Novel, by C. J. Halcombe	3.50
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SKETCH OF THE WEST RIVER, PLAN OF VICTORIA	0.25
" " KOWLOON	0.75
" " PEAK	0.75
" " NEW TERRITORY	0.75
" " CANTON	0.75
POWER OF ATTORNEY FORM	0.25

At the City Hall, 3.30 p.m. and 9.15 p.m. Pollard's Lilliputian Opera Co., "Mother Goose." At the Catholic Union's Premises, 9 p.m. Christmas Entertainment, "Love in Lotus Land."

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS. January 3rd.

ON LONDON.—	110
Telegraphic Transfer	110 1/2
Bank Bills, at demand	110 1/2
Bank Bills, at 30 days sight	110 1/2
Bank Bills, at 60 days sight	110 1/2
Bank Bills, at 3 months sight	110 1/2
Bank Bills, at 6 months sight	110 1/2
Documentary Bills 3 months sight	110 1/2
ON PARIS.—	231
Bank Bills, at demand	231
Credit, at 4 months sight	231 1/2
ON GERMANY.—	188
Bank Bills, at demand	188
Credit, at 60 days sight	188 1/2
ON BOHEMIA.—	138
Telegraphic Transfer	138
Bank, at demand	138 1/2
ON CALCUTTA.—	133
Telegraphic Transfer	133
Bank, at demand	133 1/2
ON SHANGHAI.—	74
Bank, at sight	74
Private, 30 days sight	74 1/2
ON YOKOHAMA.—	204
Bank, at demand	204
ON SINGAPORE.—	26 p.m.
ON RAIPUR.—	11 1/2
ON SAIGON.—	5 p.m.
ON BANGKOK.—	50
SOVEREIGNS, Bank's Buying Rate	\$10 70
GOLD LEAF, 100 fine, per tael	\$56 10
SILVER, per oz.	25 1/2

SUBSIDIARY COINS.	
	per cent.
Chinese 20 cents pieces	43.32 discount.
" 10 " "	4.75
Hongkong 2 " "	4.15
" 10 " "	4.45

OPIUM.	
Quotations are—	
Malva New	\$920 per picul.
Malva Old	\$860
Malva Older	\$1000
Malva V. Old	\$1040
Persian fine quality	\$750
Persian extra fine	\$875
Patna New	\$937 1/2 per chest.
Patna Old	\$935
Benar New	\$915
Benar Old	\$915

VESSELS EXPECTED.

THE INDIAN MAIL.—The Apex str. Japan from Calcutta left Singapore on Sunday, the 29th ult. afternoon, and may be expected here today.

THE FRENCH MAIL.—The M.M. str. Yarra with the next French Mail, left Saigon yesterday at noon for this port.

THE GERMAN MAIL.—The I.G.M. str. Prinz Waldemar left Sydney on the 18th ult. at 10 a.m., and may be expected here on or about Wednesday, the 6th inst.

THE AMERICAN MAIL.—The P.M. str. Korea sailed from Yokohama on 31st ult., and will be to arrive at this port about 6th inst.

THE C.P.R. str. Persia sailed from Tacoma on the 16th ult. for Hongkong via Japan ports, and is due to arrive in Hongkong on 15th inst.

THE CANADIAN MAIL.—The C.P.R. str. Monteville left Vancouver a.m. on Friday, the 13th ult. for Hongkong via the usual ports of call.

THE C.P.R. str. Empress of Japan left Vancouver p.m. on Tuesday, the 24th ult. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.—The C.N. Co.'s str. Chinghai left Port Darwin on the 23rd ult., and is due here today.

The Barber Line str. Saint Patrick from New York left Singapore on the 27th ult., and should arrive here today.

The N.Y.K. str. Ceylon Maru (European Line) left this port on the 30th ult., and is expected here to-morrow.

The N.Y.K. str. Wakasa Maru (Bombar Line) left Singapore for this port on the 31st ult., and is expected here on the 6th inst.

The N.Y.K. str. Wakasa Maru (European Line) left Kobe for this port via Moji and Shanghai on the 28th ult., and is expected here on the 6th inst.

The Glen Line str. Glenroy left Singapore on the morning of the 31st ult., and may be expected to arrive here on the 6th inst.

The P. & O. str. Patna left Singapore for this port on the 31st ult. at 6 p.m.

The N.G.I. str. Capri left Singapore for this port on the 31st ult., and may be expected here on or about the 7th inst.

PASSENGERS ARRIVED.

Per Feiching, from Shanghai, Mr. Smith, Per Turner, from Manila, Dr. A. Kealag, Consul B. Sautimay, Messrs R. Fischer, K. Freund, Saline Jodor, Shajon Jodor, and F. H. Hardy.

Per Minnesota, from Seattle via Ports, Mr. and Mrs. M. Peoples & 2 children, Mr. and Mrs. T. Gallis and child, Mr. and Mrs. B. Thompson, Mr. and Mrs. G. Masters, Mr. and Mrs. J. S. Kirtland, Mr. and Mrs. C. Adams, Mr. and Mrs. F. Jensen, Mr. and Mrs. F. Dougherty & child, Mr. and Mrs. H. A. Ames, Mr. and Mrs. A. Jewell, Mr. and Mrs. W. E. Davies, Mr. and Mrs. S. Orton, Mr. and Mrs. J. Jones, Master and Miss J. of one, Mrs. A. Kelly, Mrs. W. White, Misses Hockett, Kirtland, H. Jones, E. McCune, M. Smith, A. Davies, and I. Swan, Rev. J. A. Walker, Messrs T. Walters G. W. Brydges, D. Jewell, N. Haynes, M. Smith, D. W. Betts, W. Rorerand C. A. Batelli, B. Rorer, F. A. Rabb, S. E. Wishard, C. C. Lacey, R. Adams, C. Ellsworth, E. F. O'Neill, G. B. Atkinson, E. Dugay, Wallen, W. Parnt, M. Wilson, S. O'Brien, W. Non, J. S. Hall, W. T. Gantworth, J. Monroe, D. Monroe, E. Davies, E. Havant, and H. O. Duvendack.

MESSRS. FALCONER & CO.'S REGISTER.

January 3rd.	
Barometer 9 A.M. 30.25	Therm. (Wetbulb) 9 A.M. 55
Barometer 1 P.M. 30.21	Therm. (Wetbulb) 1 P.M. 55
Barometer 3 P.M. 30.15	Therm. (Wetbulb) 3 P.M. 56
Thermom. 9 A.M. 59	Therm. Maximum 61
Thermom. 1 P.M. 61	Therm. Minimum over night 59

JOINT STOCK SHARE.

Hongkong, January 3rd.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 20	Nominal.
Bank—		
Hongkong & S'hai	\$125	\$726.
	\$125	\$716.
		ln. 250.
		ln. 479.
National B. of China	68	\$61.
Call's Ashcroft & S. A.	12a. 6d.	\$7. buyers
China-Borneo Co.	112	\$104.
China Light & P. Co.	\$10	40, sellers
Shanghai Dock	\$10	\$94, sales
China Provident	\$10	
Cotton Mills		
Ewo.	11a. 5.	11a. 52, x.d.
Hongkong	11a. 10.	11a. 10, sellers
International	11a. 7.	11a. 62.
Laun Kung Mow	11a. 10.	11a. 65, sellers
Soyce	11a. 10.	11a. 27C.
Dairy Farm	\$	\$16.75, sellers
Docks and Wharves		
H. & K. Wharf & G.	16	\$2.5, old
H. & W. Dock	\$50	\$90, sellers
New Amoy Dock	\$48	\$10, sellers
Shanghai Dock	\$25	\$10, sellers
S'hai & H. Wharf	11a. 10.	11a. 20C.
Fenwick & Co., Inc.	\$25	14.
Green Island Cement	11a.	\$11, sales & buy.
Hongkong & C. Gas	11a.	\$175, buyers.
Hongkong Electric Co.	\$10	1.5.
Hongkong Hotel Co.	\$50	\$104, buyers
Hongkong Ice Co.	\$25	\$240.
Hongkong Rope Co.	\$10	\$25.
Insurance—		
Canton	15a.	\$242.
China Fire	\$25	\$15, buyers
China Trade	\$25	\$10, sellers
Hongkong Fire	\$25	\$10, sellers
North China	21	\$15.87, sellers
Union	\$100	\$145, buyers
Yangtze	\$50	\$13, sales
Land and Building—		
Hongkong Land	11a.	\$5, sellers
Humphreys & Co.	\$10	\$104.
Kowloon Land & B.	\$50	\$15, sellers
Shanghai Land	11a.	\$101, sales
Westpoint Building	\$50	\$40, buyers
Mining—		
Charbonnages	Pa. 250	\$50, buyers
Rams	15a. 10.	\$50.
Peak Tramways	\$10	\$13.
Philippine Co.	\$10	\$5.
Refineries—		
China Sugar	\$100	\$100.
Laun Kung Mow	\$10	\$10, buyers
Steamship Companies—		
China and Japan	\$25	\$15.
China Steamship	\$25	\$30, buyers
H. Canton & M.	11a.	\$10, sellers
Indo-China S.N. Co.	15	\$20, sellers
Shell Transport Co.	\$25	\$25, buyers
Star Ferry	\$25	\$12, buyers.
Do. New	\$25	\$25, buyers.
South China M. Post.	\$25	\$25, sales
Steam Laundry Co.	\$25	\$25, buyers
Stores & Dispensaries—		
Shanghai, M. & Co.	\$10	\$14, sellers
Powell & Co., W. & Co.	\$25	\$25, buyers
Watson & Co., A. S.	\$10	\$10, buyers
United Asbestos	\$25	\$10, buyers
Do. Cement	\$25	\$10, buyers
Union Waterfront Co.	\$10	\$10, buyers

HONGKONG TIDE TABLE.

From January 4th to 10th, 1908.

HIGH WATER.		LOW WATER.	
Day	Time	Day	Time
4	10.32	4	4.27
5	11.22	5	3.51
6	12.12	6	3.15
7	1.02	7	2.39
8	1.52	8	1.53
9	2.42	9	1.17
10	3.32	10	0.41

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 3rd	
Previous Day	On Day
Barometer	30.25
Temperature	58
Humidity	63
Direction	N
Force	1
Weather	b
State	b
Highest open air Temperature on 2nd	62
Lowest open air Temperature on 2nd	51

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3.00 h.p., Comdr. E. L. T. Leatham, Hongkong.

Astraea, 2nd class cruiser, 480 tons, 10 guns, 4000 h.p., Captain C. L. Vanghan-Lee, Shanghai.

Bedford, British cruiser, Capt. S. F. Erskine, K.N. Singapore.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. G. W. Davidson, Shanghai.

Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. L. Bamber, Shanghai.

Cadmus, British sloop, 1070 tons, Comdr. B. L. Majumdar, Canton.

Clio, British sloop, 1070 tons, Comdr. C. D. B. Raikes, West River.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut. Comdr. G. G. Gresson, West River.

Flora, 2nd class cruiser, 480 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, S'hai.

Hardy, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt. Comdr. C. A. Freeman, West River.

Kent, armoured, 9800 tons, 14 guns, 22000 h.p., Capt. G. O. Masson, Hongkong.

King Alfred, British cruiser, Flag ship of a Division, Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Thorne, Hongkong.

Kinshira, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Teenyson, Yangtze.

Monmouth, cruiser, 9800 tons, Capt. J. A. Take, Hongkong.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Vaughan, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Rye, R.N. Shanghai.

Otter, torpedo boat destroyer, 285 tons, 6 guns, 3900 h.p., Lt. Comdr. Kiddle, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Walcott, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickell, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.

Taku, torpedo boat destroyer, Beam, Strath Hongkong.

SHIPERS

CUTLER, PALMER & CO., L. N. 101

AGENTS

LANE, CRAWFORD & CO. HONGKONG

VISITORS AT HOTELS.

Hongkong, January 3rd.

HOTELS.	
Mr. E. S. Abraham	Mr. and Mrs. P. N. H. Jones
Mr. P. R. Adams	Mr. R. M. Joseph
Mr. A. Affallon	Mr. W. C. Lacy
Mr. D. C. Alexander, Jr.	Mr. H. J. Ling
Mr. W. H. Anderson	Mr. G. L. Little
Mr. H. G. Battiscombe	Mr. & Mrs. V. Logan
Mr. E. B. Beattie	Mr. & Mrs. L. Matheson & child
Mr. A. Berlingier	Mr. & Mrs. T. Matheson & child
Mr. & Mrs. S. Biney	Mr. G. C. McIntosh
Miss Biney	Mr. & Mrs. J. W. Means
Mr. A. B. Blinn	Mr. C. E. McInnes
Mr. C. Bcker	Mr. & Mrs. H. McInnes
Mr. E. Borman	Mr. & Mrs. J. H. Minor
Mr. T. Bryfield	Mr. N. Oami
Mr. I. Bremer	Mr. R. W. Parker
Mr. C. B. Crooke	Mr. and Mrs. T. L. Potts
Mr. F. C. Erowa	Miss Pells
Mr. J. H. Bulmer	Mr. W. A. Powell
Mr. E. W. Carpenter	Mr. W. A. Prashaw
Mr. A. Carter	Mr. A. J. Lough
Mr. E. E. Colvin	Mr. E. Salpys
Mr. & Mrs. J. W. Cory	Mr. & Mrs. W. E. Roberts
Mr. W. A. Crane	Mr. & Mrs. W. E. Roberts
Mr. H. A. Cooke	Miss Robertson
Mr. J. Cruickshank	Mr. D. Robertson
Mr. George Curry	Mr. E. Robertson
Mr. H. A. Davidson	Mr. E. Robertson
Mr. W. S. Davidson	Mr. E

Agents in HONGKONG—A. S. NATHAN & CO. 58

